

RUMBLINGS OF RAILROADS.

General News and Notes of the World on Wheels.

PULLMAN'S MODEST BEGINNING.

A Canadian Railway Scheme—A Locomotive's Vagaries—Railroad Building—Singular Accident—Insuring Employees.

Railroading Years Ago.

Scribner's: When we picture the surroundings of the traveler upon railways during the first ten or fifteen years of their existence, we find his journey was not one of luxury. He was jammed into a narrow seat with a stiff back, the deck of the car was low and flat, and ventilation in winter impossible. The springs of the car were hard, the jolting intolerable, the windows rattled like those of the modern omnibus, and conversation was a luxury that could be indulged in only by those of recognized superiority of lung power. The brakes were clumsy and of little service. The ends of the flat bar rails were cut diagonally, so that when laid down they would snap and form a smoother joint. Occasionally they became sprung; the spikes would not hold and the end of the rail with its sharp point rose high enough for the wheel to run under it, rip it loose and send the pointed end through the door of the car. This was called a "snake's head," and the unlucky being sitting over it was likely to be impaled against the roof.

Insuring Employees.

New York Times: The Hocking Railroad company proposes to organize a relief or mutual insurance association for the benefit of its 15,000 employees. A circular giving the details of the scheme and signed by President Corbin was sent out to the employees of the company yesterday. Any employee who has been in the service of the company for six months, upon passing a satisfactory medical examination, may become a member. The contributions are to be deducted monthly in advance from the earnings of members, and the railroad company, besides assuming all the expenses of clerk hire, office room, and stationery, will contribute to the fund 10 percent of the amount given from time to time by the employees until the total sum shall reach \$1,000,000, after which the company's contributions will be 5 percent. In the event of a deficit in the fund prior to the total contribution of the 10 percent guarantee the company will cover said deficit to the full amount of the proposed contribution, to-wit, \$100,000.

The employees will be divided into five classes, according to the amount of wages earned. The first class, whose wages do not exceed \$10 a month, will make a monthly contribution of 75 cents, entitling a member to 50 cents for fifty-two weeks, in case of disability by accident in the company's service, or to 40 cents for fifty-two weeks in case of sickness incurred during service, and to \$200 at death. In this proportion the second class, whose wages do not exceed \$15 a month, will make a monthly contribution of \$1.00, and receive daily benefits of \$2.50 or \$2 and a death benefit of \$1,200. The division superintendent has been instructed to give full information to all employees, and as soon as an organization has been effected the contributors will elect officers.

The plan of the relief fund is very much like that in operation among employees of the Pennsylvania. This organization, created by an act of the legislature in 1886, and it now numbers 18,744 members. Last year the employees contributed \$341,191, and the company \$58,643. The sum of \$299,834 was paid for benefits. The scheme was first put in practice by the Baltimore & Ohio railroad, but that company has since severed its connection with the insurance association, which now rests upon its own footing by a special act of the Maryland legislature.

Railroads and the Sabbath.

Rochester Post-Express: Henry Monett, general passenger agent of the Central, writes in regard to the Sunday excursions as follows: "The executive officers of the New York Central some time ago decided to discourage and check the growing tendency toward increased special business on Sundays, and instructions were issued to that effect. No Sunday excursions are now advertised, and since then or will be run. A great number of recent applications have been declined, and the parties interested encouraged to select other days. The excursion fares between Rochester and Ontario Beach are in effect daily, and so far as the New York Central is concerned, no special inducements are offered the people of Rochester to visit Ontario Beach on Sundays beyond the necessary provision for the increased travel on these days."

The New York Central is pursuing a conservative policy in dealing with this difficult problem; and the extremists who demand a total suspension of railway service on Sundays would probably, if the views were adopted, be among the first to ask that an excursion be made upon one pretext or another. A very large percentage of the population of Rochester desires facilities for reaching Ontario Beach on Sundays, and the good citizens drive their families to the beach, who certainly cannot object, upon any rational ground, to their less favored neighbors taking the cheaper mode of conveyance to reach the same destination, presumably for the purpose of escaping the heat of the city, to enjoy at the lowest rate, the surroundings, secure the undoubted benefit of purer atmosphere, and to return refreshed by a few hours at the lake front.

Why There are Ticket Scalpers.

New York Sun: Presidential years are good years for ticket scalpers. Every convention and big mass meeting makes most for them. At the Chicago convention the round-trip rate from Pittsburgh was cut to \$5, from St. Paul to \$2, and from Omaha to \$4. The rates did not stay so low long, and they were not made by every road, but each ticket issued, even at the lowest rate, had a week or so to run, and during the time there was a margin of profit to the ticket scalper of 50 percent or so on the original cost. The prices, then, are a good example of what opportunities were offered at the lowest rate of sale, and on a smaller scale at every state convention and state mass meeting.

Just now the exposition at Cincinnati has been furnishing the ticket scalpers opportunities. Frequently the excursion rates are lower than the regular fare one way. The regular fare from Pittsburgh to Chicago was twice the round-trip rate made during the Chicago convention, and \$2 is only a fraction of the regular fare from Chicago to St. Paul, and from Omaha to Chicago singly costs three times as much as a convention excursion ticket. The result was that every sensible traveler, though he was going only one way, bought an excursion ticket and sold the return coupon for what he could get, getting better off even if he got nothing

for the return coupon than if he had paid for the regular fare one way.

A train of thirty or forty scalpers follows the conventions around the country. They were at St. Louis with the democrats, at Chicago with the republicans, at the Cincinnati exposition, at the New Orleans carnival, at the St. Paul ice palace, everywhere that a crowd goes and excursion tickets are sold. At Chicago they did more business than the regular railroad companies, at St. Louis most as much. They would have done more business at St. Louis only the competition there was not so great and the rates were not so low as at Chicago.

A man who can choose his time for traveling within a limit of a few weeks, and to whom the speediest route is not necessary, can save half the cost of his railroad fare by watching the newspapers for notices of excursions to conventions, expositions, and carnivals and such things. Let him go to a ticket scalper and explain where he wants to go, being sure to impress on the scalper that he is in no hurry to go, for hurry costs money, and the man who has to go at once pays the highest price. The scalper will give him a ticket either to the place he wants to go or to the convention place nearest with an order on a brother scalper for a ticket the rest of the way, or he may get an excursion ticket with a draft on a brother scalper to be paid on presentation of the return coupon of the ticket. If the passenger does not like to have so many dealings with the scalpers he can buy a regular excursion ticket at the railroad offices and take his chances of selling the return coupon, the price he gets for it depending on his shrewdness as a seller and the kind of scalper he happens to encounter.

The excursion rates give some railroad that are always increasing after cut in rates, the opportunity they are after. There are half a dozen ways of going out of New York to Chicago. Other things being equal, passengers would naturally take the lines that have the best cars and make the best time. To get any traffic at all the other roads must offer lower rates. They are in a pool, and they can make a lower rate at their regular offices than the pool allows. To make a low rate and get passengers they must do it with seeming concealment. Everybody knows, of course, that it is done, but a pretense of not doing it must be kept up. Here is where the natural usefulness of the ticket scalper comes in. The railroad does its part by paying commissions for the tickets, the commission sometimes amounting to two-thirds of the fare. Any scalper can get this reduction by sending a boy with a note and the price of a ticket, less commission, to the passenger office of the company. How much of this commission he keeps for himself depends on his shrewdness and the shrewdness of his customer. With judicious care he can be induced to take within \$2 or \$3 of the price he pays the railroad company. Without caution he may make as much profit from the passengers as the railroad gets for the passenger's transportation.

A Locomotive's Vagaries.

New York Times: The Erie railroad yard in Jersey City was the scene of a singular accident yesterday afternoon. Engineer James Fowles started engine No. 81 out of the round house soon after 3 o'clock on the way to the track on which the train he was to take out awaited him. When the engine struck the street his locomotive was under the rear of the locomotive of the Montclair train, which was moving out of the yard. The collision reversed his engine and started it up the inward-bound track. The train known as the Susquehanna express was running into the station on that track. When Fowles saw that a collision between the locomotive of that train and his own was inevitable he leaped to the ground and fell beneath the wheels of the Montclair train. He was dead when the Montclair train was brought to a standstill.

The fireman, Blauvelt, followed the lead of his engineer, and the abandoned locomotive sped up the track until it struck the locomotive of the Susquehanna express. The contact reversed the machinery again, and the engine ran over the switches again until a third contact with something sent her speedily up the road, on the outward bound track. One of the engineers opened the throttle of his locomotive and started on another track after her. He came abreast with her at Coles street, and his fireman, leaping to the cab of the runaway engine, brought her to a standstill. The outworks of all three locomotives were torn by the collision. A passenger named Moore, on the Susquehanna express, who is said to have jumped from the train when he saw the danger, was seriously cut and bruised. He was taken to his home on Coles street, Jersey City. At the Erie railroad yard all information was referred last evening as to the details of this singular accident. So far as could be learned, however, no other passengers were injured.

A Canadian Railroad Scheme.

The Boston Transcript of September 13 prints the following dispatch from Toronto: It is understood that Mr. H. J. Boomer, manager of the Pontiac & Junction railway, at present in Paris, has succeeded in organizing a company of capitalists there, with a capital of over \$800,000, to complete the Pontiac & Pacific line from Pembroke to Sault Ste. Marie, to lease or purchase from the Canadian Pacific railway the North Shore road from Ottawa to Quebec, and to obtain from the government running powers over the Inter-Colonial railway to St. John. The Canadian Pacific railway for some time past has found the North Shore road, especially that portion from Ottawa to Quebec, a burden, and it is learned on the best authority that the company is willing to get rid of the whole line from Ottawa to Quebec. The scheme is a large one, and the new company includes Hon. J. A. Chatham, secretary of state, and prominent men in Canada. The object of this system of lines is to move western grain from Minneapolis to the Canadian northwest to the Canadian winter ports for shipment. The government by the company in securing running powers over the Inter-Colonial railway is that the new system of roads would be of great benefit to the country in case the American government carried out its course of retaliation, as the amalgamated lines would make a direct line to St. John and Halifax. The Pontiac & Pacific Junction road is now completed to within three miles of Pembroke, and will be completed to that place before winter sets in.

Railroad Building.

New York Commercial Advertiser: Herman Clark, of the firm of O'Brien & Clark, who has been a railroad contractor for many years, says that there has been less railroad building done this year than for several years past. He accounts for this state of affairs by saying that the St. Louis road has been in the hands of the government for several years, and it seemed at one time that if a railroad company did not build a certain amount of road every year, it was not in a prosperous condition. "Last year," he said, "about 12,000

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A unique hairpin tray of Russian silver, washed in gold and ornamented with etchings of historical scenes.
A chased silver hand glass, the rim set with sixteen large fresh water pearls, is considered cheap at \$500.
A diamond star pendant, with turquoise in skeleton settings between the points, is a handsome ornament.
An expensive but handsome novelty is a gold-plated pocket knife with emerald and diamond setting.
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